

SUCCESS OF FLIGHT DELIGHTS DANIELS

Due Not to Navy Luck, but to
Navy Ability, Says
Secretary.

RETURNS ON MT. VERNON

Says Second Dirigible Soon
Will Attempt Crossing in
C-5's Stead.

Nobody was happier over the thrilling news from the Azores than Josephus Daniels, Secretary of the Navy, who returned from Europe yesterday on the transport *311*, *Vernon*.

"It has been called navy luck," he said, "but it is not luck; it is navy ability. While I was in Great Britain, I let the authorities know that we were not in this transatlantic flight for competitive reasons. I told them for two years we had been preparing for it. I have thought of it many times and have talked to the men who are making the flight, urging them to be prudent and not to take too many risks."

"We are able to patrol the waves to a great extent but have not yet been able to chart the air, though it is hoped we shall do so soon. At first we planned to send one plane over. Later we increased the number to three so there would be a better chance of success. The loss of the C-5 will not end our effort to cross the ocean with a dirigible. A second one is ready and will attempt the flight soon."

Mr. Daniels sent this wireless message addressed to Commander Towers at the Azores:

"My good wishes and confidence in you and your associates. I only wish it were possible for me to be with you now as it was my pleasure to take a flight with you in 1913."

Would Sink Foe's Warships.
When Mr. Daniels went aboard five weeks ago he apparently believed that the surrendered German warships should be distributed among the Allies. He now thinks they should be sunk. He said:

"Admiral Benson, our naval representative at the Peace Conference, believes the German fleet should be destroyed. He believes it would be a great moral lesson and I believe this to be the bulk of navy opinion overseas."

"There is no reason for our taking the ships. We could not use them if we had them. Our investigation showed that the German fleet was built for use on the North Sea. They have more armor than ours but their steaming radius is not nearly as great. The plan to remodel them I believe to be impractical as investigation has demonstrated this would cost far more than the ships can possibly be worth. Their guns could not use our ammunition. We should have to manufacture a different sort or change the armament of all the ships."

He added that the fate of the ships had not been settled; the question was still open to debate.
The Secretary stoutly denied that the American naval expansion programme as announced was in any sense a bluff.
"The naval programme," he said, "was a programme to be carried out before the League of Nations question came up. If there is no League of Nations there is no doubt in my mind that any Congress would build a larger fleet. The policy agreed upon will be carried out unless the League of Nations covenant gives reason for changes. That, however, is a matter that cannot be settled immediately. Even if America does trim down its naval programme new ships will have to be built anyway; of what type and in what numbers I am not prepared to say."

The only message Mr. Daniels brought back from the American troops was, "We want to go home." "We are bringing them back rapidly," he said, "239,000 were returned in April, and more than that will be returned in May and June. By July 1 we shall have only about 400,000 American troops in Europe. There will be facilities to return all of them as soon as the needs of the country will permit it."

He reported that Great Britain is the best military camp in the world and that Gen. Pershing is held in high regard throughout Europe.
With Secretary Daniels were Admiral Robert S. Griffin, chief of the bureau of steam engineering; Admiral David W. Taylor, chief of the bureau of construction and repair; Admiral Ralph E. Beatty, chief of the bureau of ordnance, and Capt. Percy W. Foote, the Secretary's aide. The party went to Washington soon after the Mount Vernon docked.
Upon landing they were greeted by Capt. Casey B. Morgan, representing Admiral Gleaves, who is abroad, and many other naval officers.

CLEO'S BEADS

You remember that tale about Cleopatra and the appetizer she made for Marc Antony by melting pearls in vinegar and wine, supposed to be the smartest thing of its kind up to that time. Well! anyway! we think the story about Cleo and Marc would have had a much happier ending had she been able to serve Marc White Rock Ginger Ale. We believe it to be the best drink of its kind. Made with the unsurpassed mineral water *White Rock*.

Every first class place will serve it.

LOG OF NAVY GIVES DETAILS OF FLIGHT

Continued from First Page.

Instructed to send his signal if they were forced to descend at all.

Admiral Jackson sent this message at 1 o'clock P. M. Washington time and it was received here at 7:12 o'clock. Weather much improved. Sea visibility ten miles, but low clouds in hills. Wind shifting to northward. The Admiral also sent a message stating that the NC-3 was "slightly off course." This confirmed earlier messages from other sources, varying only through the addition of the word "slightly." This message was received at the Navy Department at 7:09 P. M.

Progress Told in Messages.

The other messages received during the day by the Navy Department, constituting the official log of the flight, follow:

At 12:35 A. M. "Number 9 from NC-1."

At 12:35 A. M. "NC-3 from NC-4."

At 12:35 A. M. "NC-3 from NC-1."

At 12:35 A. M. "Bar Harbor called NC-4 on 1,500 meters wave length."

At 12:44 A. M. NC-1 said: "From what station was that I just signalled with the tune of 1,500 meters?"

At 12:50 A. M. From Prairie: "Planes passed station No. 2 at 23:35 G. M. T."

At 1:04 A. M. From Naval Radio Station, Bar Harbor, intercepted at 1:30 A. M.: "NC-1 from NC-4. Answer."

At 1:35 A. M. Navy radio, Cape Race, from NC-4: "I have received your signal. We passed station No. 10 at about 4:50 P. M. and passed station ship No. 11 at about 5:15 P. M. Now nearly to station ship No. 12. I thought you had lost my signal."

At 2:00 A. M. From U. S. S. Melville: "Seaplane NC-3 passed station ship No. 7 at 2:58 G. M. T."

At 2:08 A. M. From U. S. S. Melville: "Seaplane NC-4 passed station ship No. 8 at 2:59 G. M. T."

At 2:11 A. M. From U. S. S. Melville: "Seaplane NC-3 passed station ship No. 9 at 4:10 G. M. T. (12:10 A. M. Washington time)."

At 2:11 A. M. From U. S. S. Melville: "All three planes had passed station ship No. 9 at 4:50 G. M. T. (1:50 P. M. Washington time)."

At 2:11 A. M. From Naval Radio Station, Bar Harbor, intercepted at 1:40 A. M.: "Radio, Cape Race, from NC-4. Great Old Man. See you later."

At 1:41 A. M. 1:43 A. M. 1:45 A. M. and 1:50 A. M. NC-3 from NC-1: "Answer: I have a message for you."

At 2:11 A. M. Station Ship No. 11. From NC-1: "Please give me the velocity and direction of the wind in miles per hour and in true degrees."

At 2:10 A. M. "Make 'V's so that I can tell if you are near."

At 2:10 A. M. From NC-1: "Made fifteen miles and 300 degrees true."

At 2:10 A. M. From NC-1: "Received everything O. K.—I have finished my communication."

At 2:17 A. M. From Naval Radio Station, Bar Harbor, intercepted at 2:05 A. M.: "NC-3 from NC-4. Answer."

At 2:10 A. M. Radio, Cape Race, from NC-4: "Answer."

At 2:17 A. M. From Naval Radio Station, Bar Harbor, intercepted at 2:05 A. M.: "Radio, Cape Race, from NC-4: Received your message. Thanks."

At 2:21 A. M. Radio, Cape Race, from NC-1: "What ship or station is that? All well here and we are in commercial radio communication. Good morning. Cape Race from NC-1."

At 2:20 A. M. "NC-2 from NC-1: Was that you?"

At 2:30 A. M. "NC-3 from NC-1: Was that 527 or 627?"

At 2:35 A. M. "Radio Station, Cape Race, from NC-4."

CITY CELEBRATES FEAT OF AIRMEN

Whistles Roar as News of Successful Flight to Azores Arrives.

The safe arrival at the Azores of the first airplane ever to cross the Atlantic was celebrated in New York yesterday with a spontaneous enthusiasm which belittled the epoch making event. Pride that the flight had been successfully accomplished by officers and men of the United States Navy was reflected in every screech of steam whistles and automobile horns and in every one of the thousands of yards of ticker tape which came fluttering earthward from

myriads of windows in the downtown section of the city. It was like the peace celebrations of last autumn on a smaller scale.

During the whole forenoon crowds swarmed in front of the newspaper bulletin boards, eager for the flash which would tell them that the ocean crossing had actually been made. Shortly before noon word reached the metropolis that Lieut. Commander Read and the NC-4 had landed at Horta with Lieut. Commander Bellinger in the NC-1 close behind him. It was one of the great sporting events in history and the sporting blood of the metropolis bubbled and boiled.

The news spread with amazing rapidity. Within a few minutes of its arrival ferry and tugboat skippers tied down their whistles and in wild prodigality of wasted steam, sirens swelled the general din and the guns on the warships in the harbor and at the fortifications to the navy fliers. Thousands of automobile horns joined the chorus and a storm of ticker tape and torn bits of paper filled the air.

Business in the hotel bars and in cor-

ner saloons all about town took a sudden spurt and the white jacketed fraternity was hard put to it for a few hours to serve the waiting celebrants who felt there was but one truly appropriate method of expressing their appreciation of what the big hop really meant. Lieut. Commander Tower and his men were toasted from the Eastern Hotel at South Ferry to the Terminal Cafe, at 342d street, where the subway ceases.

Interest continued at a high pitch during the afternoon and further details of the flight and of the arrival of all three of the hydroplanes were anxiously awaited. The usual Saturday night throngs along Broadway and about the hotel and theatre district were augmented by those who felt that perfectly good reasons for bona fide celebrations between now and July 1 were none too plentiful. Even the casual visitor at cabarets and theatres could not have failed to know that something out of the ordinary had happened.

At a late hour this morning little groups of Lieutenant-Commander Tower's most sincere admirers were still continuing to commemorate his achievement.



**Dinner at the
Hotel ST. REGIS**

is the most perfect example of perfect dining in New York! Perfect food—perfectly served. Distinguished people—music—atmosphere!

FIFTH AVENUE, AT FIFTY-FIFTH STREET

Hiddeford Mills Raise Wages.

HIDDEFORD, Me., May 17.—Notice posted in the Pepperell and York mills to-day announced a wage increase of 15 per cent, effective June 2, for the 5,500 employees. The advance is understood here to be the forerunner of similar action by manufacturers in other cotton mill centres.

Quits San Francisco Paper.

SAN FRANCISCO, May 17.—F. W. Hall, long retired to-day as publisher of the *San Francisco Call and Post* and was succeeded by John Francis Neylan, former chairman of the State Board of Control. Mr. Kelllogg announced here to-day, he will take a position in the management of the *Los Angeles Express*.

**Now Taking Place
At Aeolian Hall and Its Branches
MANHATTAN · BROOKLYN · BRONX · NEWARK**

**The Annual Spring Sale
of Exchanged**

PIANOS, · PIANOLAS and MUSIC ROLLS

An Impressive Collection of Fine Pianos, both Grand and Upright. Player-Pianos of the Latest and Best Type and Full-Scale 88-note Player-Rolls Used in Demonstration, etc. At Marked Reductions from Regular Prices. Easy Monthly Payments On All Instruments.

**Steinway and Weber
GRAND PIANOS
From \$675
UPRIGHT
PIANOS
From \$145**

An unusually fine collection of Steinway and Weber Grand Pianos exchanged for the Duo-Art Piano. All are instruments of modern design, are in excellent condition and are to be sold at radical price reductions.

An attractive assortment of exchanged Upright Pianos of various well-known makes will also be on sale at prices far below actual values.

Delivery of any of these pianos will be made for a small down payment and easy monthly installments.



THIS is the second and last week of the great Annual Spring Sale at Aeolian Hall. In spite of the tremendous response with which the announcement of this sale was met there is still a large stock of instruments to be sold. These include grand and upright pianos of the best-known makes, pianolas in the most popular models and a collection of player-piano rolls added for this week's selling.

Each day the selling floors at Aeolian Hall and its Branches are re-stocked with instruments from the warehouses and repair shops of the Company in Long Island City. Each morning the public has a new and splendid assortment of instruments from which to choose.

This is the condition that will obtain until the last day of the Sale—a condition that insures to every purchaser, the opportunity to select from stocks that have not been previously thoroughly picked over.

**High Grade
PLAYER-PIANOS
and
PIANOLAS
From \$465**

The Player-Pianos in this sale are all Aeolian-built and Aeolian-guaranteed. Among them are a large number of genuine Pianolas including Steinway, Weber, Steck and Stroud. Most of them having been exchanged for the Duo-Art Reproducing Piano, they are in splendid condition. In fact, many are equal to new.

This is the opportunity you have been waiting for. Moderate cash payments; balance of purchase price on convenient monthly terms.



50,000 MUSIC ROLLS

Full-scale 88-note Rolls slightly shop-worn, used for demonstration, etc.

From 25 cents up

These rolls are all in perfect playing condition. They embrace hand-played rolls, song rolls, light and serious classics, operatic and musical comedy selections, dance rolls, etc., and present an unprecedented opportunity to replenish your musical library at a minimum expense.

There are also a considerable number of 65-note Music Rolls at 15 cents each. These are rolls that have been used, but are in perfect playing condition. Owners of 65-note instruments are here offered an unusual opportunity.

THE AEOLIAN COMPANY

In MANHATTAN 29 West 42nd Street In THE BRONX 367 East 149th Street In BROOKLYN 11 Flatbush Ave. In NEWARK 895 Broad Street

Both Piano and Vocalion Departments open evenings during this sale until 9.30 at all Aeolian stores

A Payment a Month

The handy thing about a charge account at Cowperthwait & Sons is that you are not expected to remit the whole amount on the first of the month. You pay only a small part of it at a time—either weekly or monthly, as you choose—and thus enjoy

the furniture and furnishings while paying for them. Your credit, based on your good name, carries you along until your final payment. For instance, this dining room suite may be had on such terms, either \$20 monthly or \$5 weekly.

William and Mary Dining Room Suite

These four beautiful pieces are faithful reproductions of the William and Mary period, done in fine American Walnut, exquisitely finished. The buffet is 66 inches wide and has a sliding tray in the centre drawer. The table is 54 inches wide and extends to 8 feet. The buffet and serving table have brass drop handles. The carving and decorations are beautifully done on each piece. This set is an unusual value at \$395.00. Others cheaper, of course.

A small deposit when you order delivers your purchase at your home. You may decide how payments shall be made. This plan of convenient credit applies to everything in our immense stocks. You are sure

to find the styles, the patterns, the materials and the prices that please you at either store. No extra charge of any kind. The price is plainly marked on each article.

COWPERTHWAIT & SONS

"Oldest Furniture House in America"

3rd Ave. at 121st St.

